

CENTRAL INTELLIGENCE AGENCY

instructors and a model building shop, were built at the beginning of the second world war. The site of the school is not well adapted to glider training, but the fact that permanent installations had already been built led to the retention of the school at Câmpina. The number of students, instructors and gliders at this field is not known. The Rumanians have no gliders of their own construction, and an agreement has been reached in principle whereby the Hungarian Government is to furnish "M-22" and "Futar" gliders in exchange for Rumanian lumber.

5. The Calani airfield is equipped with temporary wooden barracks, a small power plant, and a weather station. In the opinion of source, the site chosen for the field is excellent. In September 1948 there were 22 students in training, ~~22 instructors~~, and approximately 35 other employees at the field. Source gained the impression that the field is overly-administered and that the problems of flight training are not approached seriously. Rumanian officials have requested that Hungary send two or three outstanding instructors with gliders to this school. It is not known, however, whether the Hungarian Government will carry out this request.

Commercial Pilot School of Ploesti

6. The school has two barracks, several permanent buildings, and two large hangars, each of which could contain approximately ~~ten two~~-engined small planes. A Siemens-manufactured "Link-Trainer" is set up in one of the barracks. The school has two HE-111's, one Lockheed Lodestar, one LI-2, one FW-58, and several smaller aircraft such as Ju-34's. One of the requirements for graduation from the school is familiarity with the "ZZ" method used in blind landings. Students of this school are selected from former Rumanian Air Force personnel, according to their political reliability. It is intended that they will replace the commercial pilots now employed by Rumanian airlines, who are not regarded as politically reliable.

The Baneasa Airfield

7. The field is situated 4 - 5 kilometers north-northwest of Bucharest. It is equipped with a radio direction indicator operating on a frequency of 258 kilocycles, call sign YA; and has a concrete runway which is approximately 1,200 meters long and 80-100 meters wide. The runway has a heading of 85°-265° and the altitude of the field above sea level is 95 meters. To the west of Baneasa airfield is a field for sport planes with three or four hangars, each having adequate space for 20 - 25 small sport planes. To the east, and nearer Baneasa, is a military airfield equipped with hangars and a runway which seems somewhat larger than that of the commercial airport of Baneasa.

CONFIDENTIAL

SECRET

Document No. 006NO CHANGE in Class. ☐☐ DECLASSIFIED

Class. CHANGED TO: TS S (C)

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

Date: 18/11/78 By: 018